LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

STAFF REPORT

SUBJECT: Legislative Update

FROM: Jennifer Yeamans, Senior Grants & Management Specialist

DATE: October 28, 2025

Action Requested
Receive an informational update on 2025 State and Federal legislative activities of interest to LAVTA.

Background
In February 2025, the Board of Directors approved LAVTA's 2025 Legislative Program to guide staff and the Board for legislative issues to support, watch and monitor, stay neutral, or oppose. This report provides a year-end wrap-up of 2025 legislative activities in Washington, D.C., and Sacramento, with a look-ahead to new and continuing issues to consider taking up in LAVTA's 2026 Legislative Program early next year.

Discussion

Federal Update
LAVTA's federal advocate Carpi & Clay has kept staff informed of critical issues both novel and routine coming out of Washington, D.C., throughout the year. Top issues have included new Executive Orders issued by the administration and related actions, preliminary work by Congress to reauthorize the federal surface transportation authorizing legislation set to expire in September 2026, and ongoing appropriations issues including the federal government shutdown (ongoing as of this writing). With timely guidance and careful planning, staff has been able to avoid and/or minimize disruptions to our federally funded activities to date. The most recent weekly federal transportation report from Carpi & Clay is included as Attachment 1.

State Update
Several state bills supported by LAVTA were signed by the Governor prior to the October 12 deadline and in most cases will go into effect January 1, 2026. A full digest of bills passed this year from LAVTA's Sacramento advocate Townsend Public Affairs is included as Attachment 2. Results of bills taken up by the LAVTA Board in 2025 are shown below, with further details on SB 707 provided as Attachment 3.

Bill	Topic	LAVTA Position	Result
SB 63 (Wiener, Arreguín)	Authorizes a retail transactions and use tax of 0.5% applicable to Alameda, Contra Costa, San Mateo, and Santa Clara Counties and 1% in the City and County of San Francisco to be imposed by a qualified voter initiative for a duration of 14 years, subject to voter approval at the November 3, 2026, statewide general election.	Support	Chaptered 10/13
AB 394 (Wilson)	Provides transit agencies with new statutory tools for protecting transit workers against battery.	Support	Chaptered 10/1
SB 239 (Arreguín)	Expands remote meeting options for nondecision-making local legislative bodies, including advisory boards, that do not take final action.	Support	Provisions amended into SB 707, Chaptered 10/3
SB 752 (Richardson)	Extends the existing partial sales and use tax exemption for zero-emission buses purchased by transit agencies through January 1, 2028.	Support	Held in Senate Appropriations
AB 1207 (Irwin)	Reauthorizes the state's cap-and-trade system created under the California Global Warming Solutions Act of 2006, through 2046.	Watch	Chaptered 9/19; in effect immediately as an urgency measure

2026 Look Ahead

Looking ahead to potential advocacy issues of interest to LAVTA in 2026, staff anticipates continued impacts to the state budget due to changes in federal spending priorities, as well as a major focus regionally on building support for the regional transportation revenue measure authorized by SB 63 which is now scheduled to be put before voters in November 2026.

On the federal side, it is expected that enacting a surface transportation reauthorization bill will be a priority for Congress, with potential for impacts to federal transit programs. The American Public Transportation Association is expected to spearhead nationwide advocacy to oppose cuts to federal transit programs and advocate for industry-supported reforms.

Staff will return to the Finance & Administration Committee early next year with a draft 2026 Legislative Program focused on addressing these and other issues of priority interest to LAVTA, to be developed in consultation with our federal and state advocates as well as regional partners, and in accordance with LAVTA's updated Strategic Plan.

Recommendation
None — information only.

Attachments:

1. Carpi & Clay Transportation Weekly Update (October 17)
2. Townsend Public Affairs 2025 Chaptered State Legislation Report
3. Townsend Public Affairs SB 707 Implementation Overview: Brown Act Modernization Act

Attachment 1

October 17, 2025

DOT SHUTDOWN PLAN 2025

NEXT WEEK IN CONGRESS

Senate Committee to Consider Transportation-Related Legislation and Nominations. On October 21, the Commerce, Science, and Transportation Committee will hold a markup to consider the following transportation-related nominations and legislation:

- **S. 2503, the Rotorcraft Operations Transparency and Oversight Reform (ROTOR) Act** – the bill closes a loophole exempting most military aircraft from ADS-B requirements, mandates full ADS-B In/Out adoption to improve airspace safety, strengthens FAA oversight and coordination with the military through new reporting and audit provisions, and directs updated standards, controller training, and deployment of advanced collision-avoidance technologies.
- Sevel Ozz, to be the Assistant Secretary of Transportation for Research and Technology

MORE INFORMATION

THIS WEEK AT THE DEPARTMENT OF TRANSPORTATION

U.S. Department of Transportation
Federal Motor Carrier Safety Administration

FMCSA Announces It Will Withhold California MCSAP Funds. FMCSA has announced it will withhold $40.7 million in Motor Carrier Safety Assistance Program (MCSAP) funds from California due to the state's failure to enforce federal English-language proficiency requirements for commercial drivers. The withheld funds would have supported roadside inspections, safety audits of trucking companies, traffic enforcement, and public education programs aimed at improving highway safety. To restore the funding, California must adopt and implement regulations consistent with federal standards governing commercial driver qualifications.

MORE INFORMATION

Channon Hanna, *Partner at Carpi & Clay Government Relations, brings over 20 years of expertise in navigating federal transportation policy complexities to advance priorities for public and private sector clients across all modes of transportation.*

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2025 Chaptered Legislation Report

Air Quality

AB 30 (Alvarez, D) State Air Resources Board: gasoline specifications: ethanol blends.

Introduced: 12/02/2024

Last Amended: 03/26/2025

Status: 10/02/2025 - Chaptered by Secretary of State - Chapter 247, Statutes of 2025

Summary: Current law prohibits the State Air Resources Board from adopting any regulation that establishes a specification for motor vehicle fuel unless that regulation, and a multimedia evaluation conducted by affected agencies and coordinated by the state board, are reviewed by the California Environmental Policy Council. This bill would, notwithstanding that prohibition, authorize blends of gasoline containing 10.5% to 15% ethanol by volume to be sold in the state for use as a transportation fuel until (1) the California Environmental Policy Council completes its review of those blends and (2) the state board either adopts a regulation establishing a specification for those blends or posts an assessment on its internet website demonstrating that it is not possible for a regulation establishing a specification for those blends to meet specified requirements. (Based on 10/02/2025 text)

SB 415 (Reyes, D) Planning and zoning: logistics use developments: truck routes.

Introduced: 02/14/2025 (Spot bill)

Last Amended: 09/09/2025

Status: 10/03/2025 - Chaptered by Secretary of State - Chapter 316, Statutes of 2025

Summary: Current law, beginning January 1, 2026, prescribes various statewide warehouse design and build standards for any proposed new or expanded logistics use developments, as specified, including, among other things, standards for building design and location, parking, truck loading bays, landscaping buffers, entry gates, and signage. Current law defines various terms, including “21st century warehouse,” and “tier 1 21st century warehouse,” for purposes of those provisions as logistics uses that, among other things, comply with specified building and energy efficiency standards, including requirements related to the availability of conduits and electrical hookups to power climate control equipment at loading bays, as specified. Current law, subject to specified exceptions, defines “logistics use” for these purposes to mean a building in which cargo, goods, or products are moved or stored for later distribution to business or retail customers, or both, that does not predominantly serve retail customers for onsite purchases, and heavy-duty trucks are primarily involved in the movement of the cargo, goods, or products. This bill would clarify that a 21st century warehouse and a tier 1 21st century warehouse are required to comply with those standards as are in effect at the time that the building permit for a development of a 21st century warehouse is issued and make other clarifying changes relating to permissibility of use of conduits and electrical hookups at loading bays at those locations. The bill would revise the definition of “logistics use” and instead define “logistics use development” for these purposes to mean a building that is primarily used as a warehouse for the movement or the storage of cargo, goods, or products that are moved to business or retail customers, or both, that does not predominantly serve retail customers for onsite purchases, and heavy-duty trucks are primarily involved in the movement of the cargo, goods, or products. (Based on 10/03/2025 text)

Cap-and-Trade

AB 1207 (Irwin, D) Climate change: market-based compliance mechanism: extension.

Introduced: 02/21/2025 (Spot bill)

Last Amended: 09/10/2025

Status: 09/19/2025 - Chaptered by Secretary of State - Chapter 117, Statutes of 2025

Summary: The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations for greenhouse gas emissions limits and emissions reduction measures to achieve the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions in furtherance of achieving the statewide greenhouse gas emissions limit, as defined. The act authorizes the state board to revise regulations or adopt additional regulations to further the act. The act authorizes that state board to include in those regulations the use of a market-based compliance mechanism to comply with those regulations. This bill would require the state board to adopt regulations for greenhouse gas emissions limits and emissions reduction measures to achieve the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions to instead achieve certain emissions reductions goals and the purposes of the act. The bill would require the state board, in adopting regulations, to design the regulations in a manner that transitions support from gas corporations to electrical distribution utilities to minimize ratepayer impacts and meet the emissions reduction goals of the act. The bill would require the state board to consider the effects of the regulations on affordability, cost-effectiveness, minimization of leakage in California, and achieving the emissions reduction goals of the act. (Based on 09/19/2025 text)

SB 840 (Limón, D) Greenhouse gases: Greenhouse Gas Reduction Fund: studies.

Introduced: 02/21/2025 (Spot bill)

Last Amended: 09/10/2025

Status: 09/19/2025 - Chaptered by Secretary of State - Chapter 121, Statutes of 2025

Summary: The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations for greenhouse gas emissions limits and emissions reduction measures to achieve the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions in furtherance of achieving the statewide greenhouse gas emissions limit, as defined. The act authorizes the state board to revise regulations or adopt additional regulations to further the act. The act authorizes that state board to include in those regulations the use of a market-based compliance mechanism to comply with those regulations. Current law requires the state board, in regulations implementing the market-based compliance mechanism to, among other things, establish limits on the use of offset credits as a means for a covered entity to meet its compliance obligations. Current law requires moneys collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and continuously appropriates a portion of the moneys in the fund for various purposes. This bill would state the intent of the Legislature to direct specific percentages of the revenues deposited into the Greenhouse Gas Reduction Fund to individual funds dedicated to funding clean transportation, housing and community investment, clean air and water, wildfire prevention and resilience, agriculture, clean energy, and climate-focused innovation. (Based on 09/19/2025 text)

E-Bikes

AB 544 (Davies, R) Electric bicycles: required equipment.

Introduced: 02/11/2025

Last Amended: 03/24/2025

Status: 07/14/2025 - Chaptered by Secretary of State - Chapter 36, Statutes of 2025

Summary: Current law requires a bicycle operated during darkness on a highway, sidewalk, or bikeway to be equipped with, among other things, a red reflector or a solid or flashing red light with a built-in reflector on the rear that is visible from a distance of 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle. Current law defines “bicycle” for these purposes to, among other things, include an electric bicycle. Current law defines an electric bicycle as a bicycle equipped with fully operable pedals and an electric motor that does not exceed 750 watts of power and categorizes electric bicycles into 3 classes. A violation of the provisions relating to the requirements for equipping a bicycle or an electric bicycle is punishable as an infraction. This bill would require an electric bicycle during all hours to be equipped with a red reflector or a solid or flashing red light with a built-in reflector on the rear that is visible from a distance of 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle. (Based on 07/14/2025 text)

AB 545 (Davies, R) Vehicles: electric bicycles.

Introduced: 02/11/2025

Last Amended: 03/24/2025

Status: 07/14/2025 - Chaptered by Secretary of State - Chapter 37, Statutes of 2025

Summary: Current law defines an electric bicycle and classifies electric bicycles into 3 classes with different restrictions. Under existing law, a “class 1 electric bicycle” is a bicycle equipped with a motor that, among other things, provides assistance only when the rider is pedaling and ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour. Under current law, a “class 2 electric bicycle” is a bicycle equipped with a motor that may be used exclusively to propel the bicycle and is not capable of providing assistance when the bicycle reaches the speed of 20 miles per hour. Under current law, a “class 3 electric bicycle” is a bicycle equipped with a speedometer and a motor that, in pertinent part, provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour. Current law prohibits a person from selling a product or device that can modify the speed capability of an electric bicycle so that it no longer meets the definition of an electric bicycle. This bill would also prohibit a person from selling an application that can modify the speed capability of an electric bicycle. (Based on 07/14/2025 text)

AB 875 (Muratsuchi, D) Vehicle removal.

Introduced: 02/19/2025

Last Amended: 07/10/2025

Status: 10/01/2025 - Chaptered by Secretary of State - Chapter 168, Statutes of 2025

Summary: Current law authorizes a peace officer or a regularly employed and salaried employee who is engaged in directing traffic or enforcing parking laws and regulations to remove a vehicle when, among other things, the officer arrests a person driving or in control of a vehicle for an alleged offense, and the officer is, by the Vehicle Code or other law, required or permitted to take, and does take, the person into custody. This bill would additionally authorize a peace officer to remove a vehicle that (1) has fewer than 4 wheels, but that does not meet the definition of an electric bicycle, if that vehicle is powered by an electric motor capable of exclusively propelling the vehicle in excess of 20 miles per hour on a highway and is being operated by an operator without a current license to operate the vehicle, or (2) is a class 3 electric bicycle being operated by a person under 16 years of age. The bill would authorize a city, county, or city and county to adopt a regulation, ordinance, or resolution imposing charges equal to its administrative costs relating to the removal, seizure, and storage costs of the vehicle, as provided. (Based on 10/01/2025 text)

Elections

AB 5 (Berman, D) Elections: official canvass.

Introduced: 12/02/2024 (Spot bill)

Last Amended: 07/02/2025

Status: 10/03/2025 - Chaptered by Secretary of State - Chapter 250, Statutes of 2025

Summary: Would require elections officials, on or before the 13th day following an election, to finish counting all ballots, with certain exceptions, including provisional ballots and ballots for which the voter must either verify or provide a signature, and release a vote count for those ballots. If an elections official will not meet that deadline, they would be required to file a notice of extension, including the reason for the extension, with the Secretary of State. By increasing the duties of county elections officials, the bill would impose a state-mandated local program. (Based on 10/03/2025 text)

AB 16 (Alanis, R) Vote by mail ballots: processing.

Introduced: 12/02/2024

Last Amended: 09/04/2025

Status: 10/01/2025 - Chaptered by Secretary of State - Chapter 140, Statutes of 2025

Summary: Current law requires elections officials to begin mailing ballots to every registered voter no later than 29 days before an election. Current law authorizes a jurisdiction to begin processing vote by mail ballot return envelopes and, if the jurisdiction has the necessary computer capability, vote by mail ballots 29 days before an election. This bill would authorize elections officials to begin processing vote by mail ballot return envelopes and vote by mail ballots on the date on which the ballots are mailed, thereby allowing elections officials to begin processing vote by mail return envelopes and ballots earlier than 29 days before an election. (Based on 10/01/2025 text)

AB 17 (Alanis, R) Elections: precinct maps.

Introduced: 12/02/2024

Last Amended: 02/20/2025

Status: 07/30/2025 - Chaptered by Secretary of State - Chapter 80, Statutes of 2025

Summary: Would require the registrar of voters in each county to make available, upon request by any member of the public, a map in digital form provided free of charge that shows the effective boundaries of each precinct within the county (Based on 07/30/2025 text)

AB 94 (Bennett, D) Recall elections: successors.

Introduced: 01/07/2025

Status: 10/03/2025 - Chaptered by Secretary of State - Chapter 251, Statutes of 2025

Summary: Current law specifies procedures for the recall election of a local officer. Under existing law, if a majority of the votes on a recall proposal for a local officer are in the affirmative, the officer is removed and the office remains vacant until it is filled according to law. This bill would provide that when the local officer is recalled and removed, that officer may not be appointed to fill the vacancy. (Based on 10/03/2025 text)

AB 287 (Lackey, R) Elections: polling places and vote centers.

Introduced: 01/22/2025

Status: 10/03/2025 - Chaptered by Secretary of State - Chapter 253, Statutes of 2025

Summary: Current law authorizes the governing body with jurisdiction over school buildings or other public buildings, as defined, to allow its buildings to be used for polling places, or for vote centers, beginning up to 10 days before the election and continuing through election day, or to store voting machines and other vote-tabulating devices. Once a governing body has approved the use of a building as a polling place or vote center, current law requires the governing body to instruct the school district or other public administrator to provide the elections official a site with an adequate amount of space that will allow the precinct board or vote center to perform its duties. This bill would require the governing body to instruct the school district or other public administrator to provide the elections official with an adequate amount of space for voting operations and storage of associated supplies. (Based on 10/03/2025 text)

AB 359 (Ramos, D) Fair Political Practices Commission.

Introduced: 01/30/2025

Last Amended: 07/02/2025

Status: 10/03/2025 - Chaptered by Secretary of State - Chapter 257, Statutes of 2025

Summary: The Political Reform Act of 1974 permits the Fair Political Practices Commission, upon mutual agreement between the commission and the governing body of a local government agency, to assume primary responsibility for the administration, implementation, and enforcement of a local campaign finance or government ethics law passed by the local government agency. The act authorizes the commission with respect to the local campaign finance or government ethics law to, among other things, provide advice, investigate possible violations, and bring civil actions. If such an agreement is executed, the act further requires the commission to report to the Legislature on or before January 1, 2025 with specified information, including legislative recommendations, regarding the performance of the agreement. Current law repeals these provisions on January 1, 2026. The act authorizes the commission to enter into a similar agreement with the Board of Supervisors of the County of San Bernardino. This bill would additionally authorize the commission to conduct audits with respect to the local campaign finance or government ethics law. The bill would delete the requirement for the commission to report to the Legislature and remove the January 1, 2026 repeal date, thereby indefinitely extending the operation of the provisions described above. (Based on 10/03/2025 text)

AB 808 (Addis, D) Campaign statements and registrations: filing online or electronically.

Introduced: 02/19/2025

Last Amended: 09/02/2025

Status: 10/03/2025 - Chaptered by Secretary of State - Chapter 278, Statutes of 2025

Summary: The Political Reform Act of 1974 authorizes specified campaign disclosure reports and statements of financial interest to be filed by fax, provided that the required originals or paper copies are sent by first-class mail or by any other personal delivery within 24 hours of the applicable deadline. The act generally authorizes other reports filed by candidates for elective office, committees formed primarily to support or oppose a candidate for public office or a ballot measure, and other entities to be filed by various means, including personal delivery, guaranteed overnight delivery, facsimile transmission, and online transmission. This bill would eliminate the option to file various statements and reports by facsimile transmission and would authorize certain reports to be filed by email. (Based on 10/03/2025 text)

AB 827 (Berman, D) Voting: signature verification.

Introduced: 02/19/2025

Last Amended: 09/05/2025

Status: 10/03/2025 - Chaptered by Secretary of State - Chapter 279, Statutes of 2025

Summary: Current law requires an elections official who receives a vote by mail ballot to compare the signature on the identification envelope with the signature in the voter's registration record. If the signature does not compare, or if the identification envelope is missing the signature, the elections official must provide notice to the voter no later than 8 days before certification of the election of the voter's opportunity to verify their signature. The voter may verify their signature no later than 5 p.m. 2 days before certification of the election, including, if applicable, by providing their signature on an unsigned identification statement. This bill would reduce those deadlines for a regularly scheduled statewide election to no later than 14 calendar days after the election for the elections official to provide notice, and no later than 5 p.m. 22 calendar days after the election for the voter to verify their signature. For an election that is not a regularly scheduled statewide election, the bill would reduce those deadlines to 8 calendar days before certification of the election for the elections official to provide notice, and no later than 5 p.m. 2 calendar days before certification of the election for the voter to verify their signature. The bill would permit an elections official to use a vote by mail ballot drop box to receive the form used by the voter to verify their signature pursuant to these provisions. (Based on 10/03/2025 text)

AB 1072 (Pellerin, D) Elections: ballot mistakes.

Introduced: 02/20/2025

Status: 10/03/2025 - Chaptered by Secretary of State - Chapter 289, Statutes of 2025

Summary: Existing law makes the Secretary of State the chief elections officer of the state and authorizes the Secretary of State to adopt regulations to ensure the uniform application and administration of state election laws. This bill would require the Secretary of State, in consultation with county elections officials, to develop uniform standards and guidelines for a voter to correct mistakes made on the voter's ballot. The bill would authorize the Secretary of State to adopt regulations to ensure uniform application of the standards and guidelines. (Based on 10/03/2025 text)

SB 3 (Cervantes, D) Elections: signature verification and results.

Introduced: 12/02/2024 (Spot bill)

Last Amended: 09/04/2025

Status: 10/03/2025 - Chaptered by Secretary of State - Chapter 307, Statutes of 2025

Summary: Current law requires an elections official, upon receiving a vote by mail ballot, to compare the signature on the identification envelope with either the signature appearing on the voter's affidavit or other signature appearing on a form that is part of the voter's registration record. Current law prohibits an elections official from reviewing or considering a voter's party preference, race, or ethnicity when comparing signatures. Current law requires an elections official, if it is determined that the signatures do not compare, to notify the voter of the opportunity to verify the voter's signature, as specified. Current law prohibits an elections official from rejecting a vote by mail ballot with signatures that do not compare if the voter delivers a signature verification statement and the signature on the verification statement compares with the signature on file in the voter's record. Current law prohibits an elections official from rejecting a vote by mail ballot with an unsigned identification envelope if, no later than 5 p.m. two days prior to the election, the voter signs the envelope at the office of the elections official or completes and submits an unsigned identification envelope statement, as specified. This bill would additionally prohibit an elections official, when comparing signatures, from considering a voter's identifying information, including gender, name, and address, and the amount of time spent reviewing a signature. The bill would provide that an elections official is required to notify the voter when the signatures do not compare after a specified determination is made that the signatures differ. The bill would authorize a voter to work with a nongovernmental entity to complete a signature verification statement and unsigned envelope statement. The bill would require a signature verification statement and unsigned envelope statement to contain a statement that the county elections official is required compare the voter's signature with the signatures appearing in the voter's registration record, which may include the signature appearing on the voter's driver's license or state identification card. (Based on 10/03/2025 text)

SB 42 (Umberg, D) Political Reform Act of 1974: public campaign financing: California Fair Elections Act of 2026.

Introduced: 12/05/2024

Last Amended: 09/03/2025

Status: 10/02/2025 - Chaptered by Secretary of State - Chapter 245, Statutes of 2025

Summary: The Political Reform Act of 1974 prohibits a public officer from expending, and a candidate from accepting, public moneys for the purpose of seeking elective office. This bill would remove prohibitions imposed on a public officer or candidate to expend or accept public funds, as defined, for the purpose of seeking elective office unless the funds are earmarked by a state or local entity for education, transportation, or public safety. The bill would require candidates to abide by specified expenditure limits and meet strict criteria, as defined, to qualify for public funds. The bill would prohibit public funds from being used to pay legal defense fees or fines or to repay personal loans to their campaign. The bill would permit a statute, ordinance, or charter to establish standards to increase the expenditure limits for each qualified, voluntarily participating candidate pursuant to a specified formula. The bill would provide that the Fair Political Practices Commission is not responsible for administering or enforcing a system of public funding of candidates established by a local governmental agency. (Based on 10/02/2025 text)

Energy, Utilities, and Communications

AB 39 (Zbur, D) General plans: Local Electrification Planning Act.

Introduced: 12/02/2024

Last Amended: 09/04/2025

Status: 10/06/2025 - Chaptered by Secretary of State - Chapter 356, Statutes of 2025

Summary: The Planning and Zoning Law requires a city or county to adopt a comprehensive general plan for the city's or county's physical development that includes various elements, including, among others, a land use element that designates the proposed general distribution and general location and extent of the uses of the land in specified categories, and a circulation element that identifies the location and extent of existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities, as specified. This bill, the Local Electrification Planning Act, would require each city, county, or city and county, on or after January 1, 2027, but no later than January 1, 2030, to prepare and adopt a specified plan, or integrate a plan in the next adoption or revision of the general plan, that includes locally based goals, objectives, policies, and feasible implementation measures that include, among other things, the identification of opportunities to expand electric vehicle charging and other zero-emission vehicle fueling infrastructure, as specified, and includes policies and implementation measures that address the needs of disadvantaged communities, low-income households, and small businesses for equitable and prioritized investments in zero-emission technologies that directly benefit these groups. (Based on 10/06/2025 text)

AB 420 (Petrie-Norris, D) Public utilities: property, franchises, and permits: exemption.

Introduced: 02/05/2025

Last Amended: 07/17/2025

Status: 10/01/2025 - Chaptered by Secretary of State - Chapter 150, Statutes of 2025

Summary: Current law prohibits public utilities, other than certain common carriers, from selling, leasing, assigning, mortgaging, or otherwise disposing of, or encumbering, its assets that are necessary or useful in the performance of its duties to the public, unless the public utility has secured an order from the Public Utilities Commission to do so for a qualified transaction above $5,000,000 or an approval from the commission through the filing of an advice letter for a qualified transaction at or below $5,000,000. This bill would exempt from that prohibition easements, or changes to easements, that have a ratepayer financial impact valued at $100,000 or less if a public utility that is a party to the qualified transaction has gross annual California revenues of $500,000,000 or more. The bill would require, beginning January 1, 2030, and every 5 years thereafter, those threshold values to increase to reflect any increase in inflation, as specified. The bill would require each public utility to annually file a Tier 1 advice letter with a report of all transactions performed pursuant to this exemption, enumerated by date, value, location, and party. (Based on 10/01/2025 text)

AB 1423 (Irwin, D) Transportation electrification: electric vehicle charging stations: payment methods.

Introduced: 02/21/2025

Last Amended: 09/03/2025

Status: 10/01/2025 - Chaptered by Secretary of State - Chapter 192, Statutes of 2025

Summary: Current law prohibits requiring a person desiring to use an electric vehicle charging station, as defined, that requires payment of a fee from paying a subscription fee in order to use the station, or requiring the person to obtain membership in any club, association, or organization as a condition of using the station. Current law authorizes an electric vehicle charging station to offer services on a subscription- or membership-only basis if the station allows nonsubscribers or nonmembers to use the station through a contactless payment method that accepts major credit and debit cards, as specified, and either an automated toll-free telephone number or a short message system (SMS) that provides the customer with the option to initiate a charging session and submit payment. Current law authorizes the State Energy Resources Conservation and Development Commission, by regulation that is effective no earlier than January 1, 2028, to add to or subtract from those required payment methods, as specified. This bill would instead authorize the commission to modify, add to, or subtract from those required payment methods, as appropriate in light of changing technologies or cost impacts. (Based on 10/01/2025 text)

SB 86 (McNerney, D) California Alternative Energy and Advanced Transportation Financing Authority Act: sales and use tax exclusion.

Introduced: 01/21/2025

Last Amended: 09/03/2025

Status: 10/01/2025 - Chaptered by Secretary of State - Chapter 211, Statutes of 2025

Summary: Current sales and use tax laws impose taxes on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The California Alternative Energy and Advanced Transportation Financing Authority Act establishes the California Alternative Energy and Advanced Transportation Financing Authority. The act authorizes, until January 1, 2026, the authority to provide financial assistance to a participating party by authorizing exclusions from sales and use tax for certain projects, including those that promote California-based manufacturing, California-based jobs, advanced manufacturing, the reduction of greenhouse gases, or a reduction in air and water pollution or energy consumption. The Sales and Use Tax Law, for the purposes of the taxes imposed pursuant to that law, until January 1, 2026, excludes the lease or transfer of title of tangible personal property constituting one of those projects to any contractor for use in the performance of a construction contract for a participating party that will use that property as an integral part of the approved project. This bill would extend to January 1, 2028, the authorization to provide financial assistance in the form of a sales and use tax exclusion for projects approved by the authority. The bill would add electrical generation facilities using nuclear fusion technology to the types of projects qualifying for this sales and use tax exclusion. (Based on 10/01/2025 text)

SB 533 (Richardson, D) Electric vehicle charging stations: arenas: payments: internet-based applications.

Introduced: 02/20/2025

Last Amended: 09/03/2025

Status: 10/13/2025 - Approved by the Governor. Chaptered by Secretary of State. Chapter 770, Statutes of 2025.

Summary: Current law prohibits requiring a person desiring to use an electric vehicle charging station that requires payment of a fee from paying a subscription fee in order to use the station, or requiring the person to obtain membership in any club, association, or organization as a condition of using the station. Current law authorizes an electric vehicle charging station to offer services on a subscription- or membership-only basis, if the station provides nonsubscribers or nonmembers the ability to use the station through a contactless payment method that accepts major credit and debit cards, as specified, and either an automated toll-free telephone number or a short message system (SMS) that provides the electric vehicle charging customer with the option to initiate a charging session and submit payment. Current law requires a direct current fast charging station that is first installed or made publicly available on or after July 10, 2023, to also include Plug and Charge payment capabilities, as specified. Current law authorizes the State Energy Resources Conservation and Development Commission to add to or subtract from these payment methods by regulation that is effective no earlier than January 1, 2028, as provided. This bill would create an exception to the above-described provisions to authorize an electric vehicle charging station to require that payment for charging services be made through the use of an internet-based application if the charging station is on the premises of an arena that has a seating capacity of at least 15,000 seats and can only be accessed through the use of that internet-based application. (Based on 09/16/2025 text)

EV Charging Stations

AB 39 (Zbur, D) General plans: Local Electrification Planning Act.

Introduced: 12/02/2024

Last Amended: 09/04/2025

Status: 10/06/2025 - Chaptered by Secretary of State - Chapter 356, Statutes of 2025

Summary: The Planning and Zoning Law requires a city or county to adopt a comprehensive general plan for the city’s or county’s physical development that includes various elements, including, among others, a land use element that designates the proposed general distribution and general location and extent of the uses of the land in specified categories, and a circulation element that identifies the location and extent of existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities, as specified. This bill, the Local Electrification Planning Act, would require each city, county, or city and county, on or after January 1, 2027, but no later than January 1, 2030, to prepare and adopt a specified plan, or integrate a plan in the next adoption or revision of the general plan, that includes locally based goals, objectives, policies, and feasible implementation measures that include, among other things, the identification of opportunities to expand electric vehicle charging and other zero-emission vehicle fueling infrastructure, as specified, and includes policies and implementation measures that address the needs of disadvantaged communities, low-income households, and small businesses for equitable and prioritized investments in zero-emission technologies that directly benefit these groups. (Based on 10/06/2025 text)

SB 533 (Richardson, D) Electric vehicle charging stations: arenas: payments: internet-based applications.

Introduced: 02/20/2025

Last Amended: 09/03/2025

Status: 10/13/2025 - Approved by the Governor. Chaptered by Secretary of State. Chapter 770, Statutes of 2025.

Summary: Current law prohibits requiring a person desiring to use an electric vehicle charging station that requires payment of a fee from paying a subscription fee in order to use the station, or requiring the person to obtain membership in any club, association, or organization as a condition of using the station. Current law authorizes an electric vehicle charging station to offer services on a subscription- or membership-only basis, if the station provides nonsubscribers or nonmembers the ability to use the station through a contactless payment method that accepts major credit and debit cards, as specified, and either an automated toll-free telephone number or a short message system (SMS) that provides the electric vehicle charging customer with the option to initiate a charging session and submit payment. Current law requires a direct current fast charging station that is first installed or made publicly available on or after July 10, 2023, to also include Plug and Charge payment capabilities, as specified. Current law authorizes the State Energy Resources Conservation and Development Commission to add to or subtract from these payment methods by regulation that is effective no earlier than January 1, 2028, as provided. This bill would create an exception to the above-described provisions to authorize an electric vehicle charging station to require that payment for charging services be made through the use of an internet-based application if the charging station is on the premises of an arena that has a seating capacity of at least 15,000 seats and can only be accessed through the use of that internet-based application. (Based on 09/16/2025 text)

First Responders

AB 438 (Hadwick, R) Authorized emergency vehicles.

Introduced: 02/06/2025

Last Amended: 05/29/2025

Status: 10/01/2025 - Chaptered by Secretary of State - Chapter 152, Statutes of 2025

Summary: Current law authorizes the Commissioner of the California Highway Patrol to issue authorized emergency vehicle permits for certain vehicles, including any vehicle owned and operated by a public utility and any vehicle owned and operated by a fire company, as specified, upon a finding that the vehicle is used in responding to emergency calls for fire or law enforcement, the immediate preservation of life or property, or the apprehension of law violators. This bill would authorize the commissioner to issue an emergency vehicle permit to any vehicle owned by a county, city, or city and county office of emergency services only while that vehicle is being used by a public employee who is employed by the office in responding to any disaster. (Based on 10/01/2025 text)

Governance and Transparency

AB 91 (Harabedian, D) State and local agencies: demographic data.

Introduced: 01/06/2025

Last Amended: 09/04/2025

Status: 10/06/2025 - Chaptered by Secretary of State - Chapter 357, Statutes of 2025

Summary: Would, commencing January 1, 2028, require state and local agencies, as defined, that collect demographic data as to the ancestry or ethnic origin of Californians to use separate collection categories and tabulations for major Middle Eastern or North African groups, as specified, and, with certain exceptions, to include that data in every demographic report published on or after January 1, 2029, and to make the aggregated data available to the public. (Based on 10/06/2025 text)

AB 343 (Pacheco, D) California Public Records Act: elected or appointed officials.

Introduced: 01/29/2025

Last Amended: 07/01/2025

Status: 10/01/2025 - Chaptered by Secretary of State - Chapter 142, Statutes of 2025

Summary: The California Public Records Act requires state and local agencies to make their records available for public inspection, unless an exemption from disclosure applies. That law exempts from disclosure specified information relating to elected or appointed officials, and makes specified disclosures of information relating to elected or appointed officials a crime. The law defines “elected or appointed official” for that purpose to include, among other things, a judge or court commissioner, a federal judge or federal defender, and a judge of a federally recognized Indian tribe. This bill would additionally include in the definition of the term "elected or appointed official," a retired judge or court commissioner, an active or retired judge of the State Bar Court, a retired federal judge or federal defender, a retired judge of a federally recognized Indian tribe, and an appointee of a court to serve as children's counsel in a family or dependency proceeding. (Based on 10/01/2025 text)

AB 370 (Carrillo, D) California Public Records Act: cyberattacks.

Introduced: 02/03/2025

Last Amended: 03/12/2025

Status: 07/14/2025 - Chaptered by Secretary of State - Chapter 34, Statutes of 2025

Summary: The California Public Records Act requires state and local agencies to make their records available for public inspection, except as specified. Current law requires each agency, within 10 days of a request for a copy of records, to determine whether the request seeks copies of disclosable public records in possession of the agency and to promptly notify the person of the determination and the reasons therefor. Current law authorizes that time limit to be extended by no more than 14 days under unusual circumstances, and defines "unusual circumstances" to include, among other things, the need to search for, collect, and appropriately examine records during a state of emergency when the state of emergency currently affects the agency's ability to timely respond to requests due to staffing shortages or closure of facilities, as provided. This bill would also expand the definition of unusual circumstances to include the inability of the agency, because of a cyberattack, to access its electronic servers or systems in order to search for and obtain a record that the agency believes is responsive to a request and is maintained on the servers or systems in an electronic format. (Based on 07/14/2025 text)

SB 595 (Choi, R) Local government: investments and financial reports.

Introduced: 02/20/2025

Last Amended: 09/03/2025

Status: 10/03/2025 - Chaptered by Secretary of State - Chapter 323, Statutes of 2025

Summary: Current law regulates the investment of public funds by local agencies, as defined. Current law authorizes the legislative body of a local agency, as specified, that has money in a sinking fund or in its treasury not required for the immediate needs of the local agency to invest the money as it deems wise or expedient in certain securities and financial instruments, subject to various requirements. These permissible investments include commercial paper of "prime" quality of the highest ranking or of the highest letter and number rating as provided for by a nationally recognized statistical rating organization that is issued by entities meeting certain criteria, if the eligible commercial paper has a maximum maturity of 270 days or less. This bill would revise the maximum maturity periods for the investments in prime quality commercial paper to 397 days. (Based on 10/03/2025 text)

SB 707 (Durazo, D) Open meetings: meeting and teleconference requirements.

Introduced: 02/21/2025

Last Amended: 09/05/2025

Status: 10/03/2025 - Chaptered by Secretary of State - Chapter 327, Statutes of 2025

Summary: Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. This bill would, beginning July 1, 2026, and until January 1, 2030, require an eligible legislative body, as defined, to comply with additional meeting requirements, including that, except as specified, all open and public meetings include an opportunity for members of the public to attend via a 2-way telephonic service or a 2-way audiovisual platform, as defined, and that the eligible legislative body take specified actions to encourage residents to participate in public meetings, as specified. The bill would require an eligible legislative body, on or before July 1, 2026, to approve at a noticed public meeting in open session a policy regarding disruption of telephonic or internet services occurring during meetings subject to these provisions, as specified, and would require the eligible legislative body to comply with certain requirements relating to disruption, including for certain disruptions, recessing the open session for at least one hour and making a good faith attempt to restore the service, as specified. This bill contains other related provisions and other existing laws. (Based on 10/03/2025 text)

SB 827 (Gonzalez, D) Local agency officials: training.

Introduced: 02/21/2025

Last Amended: 09/02/2025

Status: 10/11/2025 - Approved by the Governor. Chaptered by Secretary of State. Chapter 661, Statutes of 2025.

Summary: Current law imposes ethics training on specified local agency officials. Current law requires each training to be 2 hours and requires the officials to receive each training every 2 years, and as described otherwise, with the first training within one year of commencing service. Existing law requires the local agency to maintain records of the trainings, as prescribed. This bill would expand which local agency officials are required to complete the above-described ethics training to include department heads, or other similar administrative officers, as specified, and would instead require officials who commence service on or after January 1, 2026, to receive their initial training within 6 months of commencing service. The bill would require the local agency to publish post clear instructions and contact information for requesting the training records on its internet website, as specified. This bill would additionally require all local agency officials, as defined, to receive at least 2 hours of fiscal and financial training, as described. The bill would require the training to be received at least once every 2 years, as provided. The bill would exempt from these requirements specified local agency officials if they are in compliance with existing education requirements specific to their positions. This bill would authorize a local agency or an association of local agencies to contract with or otherwise collaborate with a provider of a training course to offer one or more training courses, or sets of self-study materials with tests, to its local agency officials to meet the training requirement, as described. The bill would require the training courses and materials to be developed in consultation with experts in local government finance. finance, as specified. (Based on 10/11/2025 text)

Housing and Land Use

SB 79 (Wiener, D) Housing development: transit-oriented development.

Introduced: 01/15/2025 (Spot bill)

Last Amended: 09/05/2025

Status: 10/10/2025 - Approved by the Governor. Chaptered by Secretary of State. Chapter 512, Statutes of 2025.

Summary: Existing law, the Planning and Zoning Law, requires each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and specified land outside its boundaries, that contains certain mandatory elements, including a housing element. Existing law requires that the housing element consist of an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, financial resources, and scheduled programs for the preservation, improvement, and development of housing, as specified. Existing law requires that the housing element include, among other things, an assessment of housing needs and an inventory of resources and constraints that are relevant to the meeting of these needs, including an inventory of land suitable for residential development, as provided. Existing law, for the 4th and subsequent revisions of the housing element, requires the Department of Housing and Community Development to determine the existing and projected need for housing for each region, as specified, and requires the appropriate council of local governments, or the department for cities and counties without a council of governments, to adopt a final regional housing need plan that allocates a share of the regional housing need to each locality in the region. Existing law requires the inventory of land to be used to identify sites throughout the community that can be developed for housing within the planning period and that are sufficient to provide for the jurisdiction’s share of the regional housing need. Existing law requires each local government to revise its housing element in accordance with a specified schedule. This bill would require that a housing development project, as defined, within a specified distance of a transit-oriented development (TOD) stop, as defined, be an allowed use as a transit-oriented housing development on any site zoned for residential, mixed, or commercial development, if the development complies with applicable requirements, as specified. Among these requirements, the bill would require a project to include at least 5 dwelling units and establish requirements concerning height limits, density, and residential floor area ratio in accordance with a development’s proximity to specified tiers of TOD stops, as provided. The bill would provide that, for the purposes of the Housing Accountability Act, a proposed development consistent with the applicable standards of these provisions as well as applicable local objective general plan and zoning standards shall be deemed consistent, compliant, and in conformity with prescribed requirements, as specified. The bill would provide that a local government that denies a project meeting the requirements of these provisions located in a high-resource area, as defined, would be presumed in violation of the Housing Accountability Act, as specified, and immediately liable for penalties, beginning on January 1, 2027, as provided. These provisions would not apply to a local agency until July 1, 2026, except as specified, or within unincorporated areas of counties until the 7th regional housing needs allocation cycle. The bill would specify that a development proposed pursuant to these provisions is eligible for streamlined, ministerial approval pursuant to specified law, except that the bill would exempt a project under these provisions from specified requirements and would specify that the project is required to comply with certain affordability requirements, under that law. This bill contains other related provisions and other existing laws. (Based on 10/10/2025 text)

Labor Relations

AB 339 (Ortega, D) Local public employee organizations: notice requirements.

Introduced: 01/28/2025

Last Amended: 08/29/2025

Status: 10/13/2025 - Approved by the Governor. Chaptered by Secretary of State - Chapter 687, Statutes of 2025.

Summary: The Meyers-Milias-Brown Act contains various provisions that govern collective bargaining of local represented employees and delegates jurisdiction to the Public Employment Relations Board to resolve disputes and enforce the statutory duties and rights of local public agency employers and employees. Current law requires the governing body of a public agency to meet and confer in good faith regarding wages, hours, and other terms and conditions of employment with representatives of recognized employee organizations. Current law requires the governing body of a public agency, and boards and commissions designated by law or by the governing body, to give reasonable written notice, except in cases of emergency, as specified, to each recognized employee organization affected of any ordinance, rule, resolution, or regulation directly relating to matters within the scope of representation proposed to be adopted by the governing body or the designated boards and commissions. This bill would require the governing body of a public agency, and boards and commissions designated by law or by the governing body of a public agency, to give the recognized employee organization no less than 45 days’ written notice before issuing a request for proposals, request for quotes, or renewing or extending an existing contract to perform services that are within the scope of work of the job classifications represented by the recognized employee organization, subject to certain exceptions. The bill would require the notice to include specified information, including the anticipated duration of the contract. (Based on 09/10/2025 text)

AB 406 (Schiavo, D) Employment: unlawful discrimination: victims of violence.

Introduced: 02/04/2025

Last Amended: 06/27/2025

Status: 10/01/2025 - Chaptered by Secretary of State - Chapter 148, Statutes of 2025

Summary: The California Fair Employment and Housing Act establishes the Civil Rights Department within the Business, Consumer Services, and Housing Agency, under the direction of the Director of Civil Rights, to enforce civil rights laws with respect to housing and employment and to protect and safeguard the right of all persons to obtain and hold employment without discrimination based on specified characteristics or status. Current law prescribes various functions, duties, and powers of the department, including, among others, to bring prescribed civil actions for violations of specified federal civil rights and antidiscrimination laws. Prior law, until January 1, 2025, authorized an employee who was discriminated or retaliated against for exercising certain rights to file a complaint with the Division of Labor Standards Enforcement in accordance with specified Labor Code provisions. These employee rights include, among other things, the right to take time off work to serve on a trial or to obtain specified crime-related relief. Current law, as of January 1, 2025, transferred the authority to enforce these discrimination provisions from the Division of Labor Standards Enforcement to the Civil Rights Department. Current law also repealed the above-described Labor Code provisions and added new enforcement provisions to the California Fair Employment and Housing Act within the Government Code. Among other changes, these provisions refer to a “qualifying act of violence,” as defined, instead of crime, or crime or abuse, for purposes of obtaining relief. Current law further prohibits an employer with 25 or more employees from discharging or in any manner discriminating or retaliating against an employee who is a victim or who has a family member who is a victim for taking time off work for any of a number of additional prescribed purposes relating to a qualifying act of violence, as defined. Current law requires an employee, as a condition of taking time off, to provide the employer with reasonable advance notice, unless not feasible, in accordance with certain procedural requirements. This bill would reinstate the above-described former Labor Code provisions, to apply only to alleged actions or inactions occurring on or before December 31, 2024. (Based on 10/01/2025 text)

AB 692 (Kalra, D) Employment: contracts in restraint of trade.

Introduced: 02/14/2025

Last Amended: 09/05/2025

Status: 10/13/2025 - Approved by the Governor. Chaptered by Secretary of State - Chapter 703, Statutes of 2025.

Summary: Current law declares every contract by which anyone is restrained from engaging in a lawful profession, trade, or business of any kind to be void, except as expressly provided. Current law provides for a system of labor standards enforcement administered by the Labor Commissioner. This bill would, for contracts entered into on or after January 1, 2026, make it unlawful to include in any employment contract, or to require a worker to execute as a condition of employment or a work relationship a contract that includes, specified contract terms, including a term that requires the worker to pay an employer, training provider, or debt collector for a debt if the worker’s employment or work relationship with a specific employer terminates. The bill would declare these contracts as contracts that restrain a person from engaging in a lawful profession, trade, or business, and as void and contrary to public policy, except as provided. (Based on 09/15/2025 text)

AB 1340 (Wicks, D) Transportation network company drivers: labor relations.

Introduced: 02/21/2025

Last Amended: 09/02/2025

Status: 10/03/2025 - Chaptered by Secretary of State - Chapter 335, Statutes of 2025

Summary: The Protect App-Based Drivers and Services Act, added by Proposition 22, as approved by the voters at the November 3, 2020, statewide general election, categorizes app-based drivers for network companies, as defined, as independent contractors if certain conditions are met. Current law requires, among other things, that the network company provide a health care subsidy to qualifying app-based drivers, provide a minimum level of compensation for app-based drivers, and not restrict app-based drivers from working in any other lawful occupation or business. Current case law holds that specified provisions of the initiative are invalid on separation of powers grounds; however, the court severed the unconstitutional provisions, allowing the rest of the initiative to remain in effect. Current law also establishes the Public Employment Relations Board (board) in state government as a means of resolving disputes and enforcing the statutory duties and rights of specified public employers and employees under various acts regulating collective bargaining. Current law vests the board with jurisdiction to enforce certain provisions over charges of unfair practices for represented employees. This bill, the Transportation Network Company Drivers Labor Relations Act (act), would establish that transportation network company (TNC) drivers have the right to form, join, and participate in the activities of TNC driver organizations, to bargain through representatives of their own choosing, to engage in concerted activities for the purpose of bargaining or other mutual aid or protection, and to refrain from such activities. The bill would require the board to enforce these provisions. (Based on 10/03/2025 text)

SB 291 (Grayson, D) Contractors: workers’ compensation insurance.

Introduced: 02/06/2025

Last Amended: 09/04/2025

Status: 10/07/2025 - Chaptered by Secretary of State - Chapter 455, Statutes of 2025

Summary: Current law generally requires, as a condition precedent to the issuance, reinstatement, reactivation, renewal, or continued maintenance of a license, a licensed contractor or applicant for licensure to have on file at all times with the Contractors State License Board a current and valid Certificate of Workers’ Compensation Insurance or Certification of Self-

Insurance in the applicant's or licensee's business name, as specified. Current law generally makes a violation of these provisions a misdemeanor. Current law exempts from this requirement an applicant or licensee who has no employees, provided that they file a statement with the board before the issuance, reinstatement, reactivation, or continued maintenance of a license certifying that they do not employ any person, as specified, and who does not hold a specified license issued by the board, including a C-8 license, as defined. Current law repeals these provisions on January 1, 2028. Current law, commencing January 1, 2028, removes the above-specified exemptions, and instead exempts from the above-described filing requirement an applicant or licensee organized as a joint venture that has no employees, provided that they file a statement with the board before the issuance, reinstatement, reactivation, or continued maintenance of a license certifying that they do not employ any person, as specified. Current law requires the board, by no later than January 1, 2027, to establish a process and procedure to verify that applicants or licensees without an employee or employees are eligible for exemption from the workers' compensation insurance requirement, and authorizes the process or procedure to include an audit, proof, or other means, to verify eligibility. This bill would require that verification process or procedure to include an audit, proof, or other means to obtain evidence to verify eligibility for exemption from the workers' compensation insurance requirement. The bill would also require the board to report its proposed verification process to the Legislature no later than January 1, 2027. (Based on 10/07/2025 text)

SB 590 (Durazo, D) Paid family leave: eligibility: care for designated persons.

Introduced: 02/20/2025

Last Amended: 09/04/2025

Status: 10/13/2025 - Approved by the Governor. Chaptered by Secretary of State. Chapter 772, Statutes of 2025.

Summary: Current law establishes, within the Unemployment Compensation Disability Fund, a family temporary disability insurance program, also known as the paid family leave program, for the provision of wage replacement benefits for up to 8 weeks to workers who take time off work for prescribed purposes, including to care for a seriously ill family member. Current law defines terms for its purposes, including family care leave and family member. This bill would, commencing July 1, 2028, expand eligibility for benefits under the paid family leave program to include individuals who take time off work to care for a seriously ill designated person. The bill would define designated person to mean any care recipient related by blood or whose association with the individual is the equivalent of a family relationship, and would make conforming changes to the definitions of the terms family care leave and family member. (Based on 09/13/2025 text)

Local Government

AB 39 (Zbur, D) General plans: Local Electrification Planning Act.

Introduced: 12/02/2024

Last Amended: 09/04/2025

Status: 10/06/2025 - Chaptered by Secretary of State - Chapter 356, Statutes of 2025

Summary: The Planning and Zoning Law requires a city or county to adopt a comprehensive general plan for the city's or county's physical development that includes various elements, including, among others, a land use element that designates the proposed general distribution and general location and extent of the uses of the land in specified categories, and a circulation element that identifies the location and extent of existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities, as specified. This bill, the Local Electrification Planning Act, would require each city, county, or city and county, on or after January 1, 2027, but no later than January 1, 2030, to prepare and adopt a specified plan, or integrate a plan in the next adoption or revision of the general plan, that includes locally based goals, objectives, policies, and feasible implementation measures that include, among other things, the identification of opportunities to expand electric vehicle charging and other zero-emission vehicle fueling infrastructure, as specified, and includes policies and implementation measures that address the needs of disadvantaged communities, low-income households, and small businesses for equitable and prioritized investments in zero-emission technologies that directly benefit these groups. (Based on 10/06/2025 text)

SB 456 (Ashby, D) Contractors: exemptions: muralists.

Introduced: 02/19/2025

Last Amended: 04/02/2025

Status: 10/13/2025 - Approved by the Governor. Chaptered by Secretary of State. Chapter 758, Statutes of 2025.

Summary: The Contractors State License Law establishes the Contractors State License Board within the Department of Consumer Affairs and sets forth its powers and duties relating to the licensure and regulation of contractors. Current law makes it a misdemeanor for a person to engage in the business, or act in the capacity, of a contractor without a license, unless exempted. Current law exempts from the Contractors State License Law a nonprofit corporation providing assistance to an owner, as specified. This bill would exempt from that law an artist who draws, paints, applies, executes, restores, or conserves a mural, as defined, pursuant to an agreement with a person who could legally authorize the work. (Based on 09/08/2025 text)

SB 827 (Gonzalez, D) Local agency officials: training.

Introduced: 02/21/2025

Last Amended: 09/02/2025

Status: 10/11/2025 - Approved by the Governor. Chaptered by Secretary of State. Chapter 661, Statutes of 2025.

Summary: Current law imposes ethics training on specified local agency officials. Current law requires each training to be 2 hours and requires the officials to receive each training every 2 years, and as described otherwise, with the first training within one year of commencing service. Existing law requires the local agency to maintain records of the trainings, as prescribed. This bill would expand which local agency officials are required to complete the above-described ethics training to include department heads, or other similar administrative officers, as specified, and would instead require officials who commence service on or after January 1, 2026, to receive their initial training within 6 months of commencing service. The bill would require the local agency to publish post clear instructions and contact information for requesting the training records on its internet website, as specified. This bill would additionally require all local agency officials, as defined, to receive at least 2 hours of fiscal and financial training, as described. The bill would require the training to be received at least once every 2 years, as provided. The bill would exempt from these requirements specified local agency officials if they are in compliance with existing education requirements specific to their positions. This bill would authorize a local agency or an association of local agencies to contract with or otherwise collaborate with a provider of a training course to offer one or more training courses, or sets of self-study materials with tests, to its local agency officials to meet the training requirement, as described. The bill would require the training courses and materials to be developed in consultation with experts in local government finance. finance, as specified. (Based on 10/11/2025 text)

Public Sector Employment

AB 288 (McKinnor, D) Employment: labor organization and unfair practices.

Introduced: 01/22/2025

Last Amended: 09/05/2025

Status: 09/30/2025 - Chaptered by Secretary of State - Chapter 139, Statutes of 2025

Summary: Current law declares the public policy of the state regarding labor organization, including, among other things, that it is necessary for a worker to have full freedom of association, self-organization, and designation of representatives of their own choosing, to negotiate the terms and conditions of their employment, and to be free from the interference, restraint, or coercion of employers of labor, or their agents, in the designation of such representatives or in self-organization or in other concerted activities for the purpose of collective bargaining or other mutual aid or protection. Current law establishes the Public Employment Relations Board (PERB) in state government as a means of resolving disputes and enforcing the statutory duties and rights of specified public employers and employees under various acts regulating collective bargaining. Under existing law, PERB has the power and duty to investigate an unfair practice charge and to determine whether the charge is justified and the appropriate remedy for the unfair practice. The federal National Labor Relations Act (NLRA) establishes a comprehensive statutory scheme regulating unfair labor practices on the part of employers and labor organizations in industries affecting interstate commerce, and vests in the National Labor Relations Board (NLRB) the power to conduct elections to determine employee representatives and to prevent unfair labor practices affecting commerce. The California Public Records Act requires that public records, as defined, be available to the public for inspection and made promptly available to any person. This bill would expand PERB's jurisdiction by authorizing a worker, under specified circumstances, to petition PERB to protect and enforce prescribed rights, including, among other circumstances, if the worker is employed in a position subject to the NLRA but the NLRB expressly or impliedly cedes jurisdiction, as specified. The bill would authorize PERB to, among other things, decide unfair labor practice cases, as specified, pursuant to a specified timeline and order all appropriate relief for a violation, including civil penalties, as prescribed. In order to pursue relief from PERB, the bill would require a covered worker or their representative to file an unfair practice charge or petition that includes specified information, including, where applicable, the original charge or petition filed with the NLRB. The bill would require PERB to hold the supporting documentation and evidence confidential and maintain it as part of its investigatory file and would exempt this documentation and evidence from the California Public Records Act. (Based on 09/30/2025 text)

AB 538 (Berman, D) Public works: payroll records.

Introduced: 02/11/2025

Last Amended: 05/23/2025

Status: 10/11/2025 - Approved by the Governor. Chaptered by Secretary of State - Chapter 616, Statutes of 2025.

Summary: Current law requires the Labor Commissioner to investigate allegations that a contractor or subcontractor violated the law regulating public works projects, including the payment of prevailing wages. Current law requires each contractor and subcontractor on a public works project to keep accurate payroll records, showing the name, address, social security number, work classification, straight time and overtime hours worked each day and week, and the actual per diem wages paid to each journeyman, apprentice, worker, or other employee employed by the contractor or subcontractor in connection with the public work. Current law requires certified copies of records to be available upon request by the public and sets forth a process for the public to request the records either through the awarding body or the Division of Labor Standards Enforcement. Current law makes any contractor, subcontractor, agent, or representative who neglects to comply with the requirements to keep accurate payroll records guilty of a misdemeanor. This bill would require the awarding body, if a request is made by the public through the awarding body and the body is not in possession of the certified records, to obtain those records from the relevant contractor and make them available to the requesting entity. The bill would authorize the Division of Labor Standards Enforcement to enforce certain penalties if a contractor fails to comply with the awarding body's request within 10 days of receipt of the notice. (Based on 10/11/2025 text)

AB 889 (Hadwick, R) Prevailing wage: per diem wages.

Introduced: 02/19/2025

Last Amended: 09/05/2025

Status: 10/11/2025 - Approved by the Governor. Chaptered by Secretary of State - Chapter 626, Statutes of 2025.

Summary: Current law requires workers employed on public works to be paid not less than the general prevailing rate of per diem wages for work of a similar character in the locality that the public work is performed, as prescribed, unless an exception applies. Current law requires the Director of the Department of Industrial Relations to determine the general prevailing rate of per diem wages for work of a similar character in the locality in which the public work is to be performed. Under current law, per diem wages include certain employer payments made pursuant to a collective bargaining agreement or for a program or committee established under the federal Labor Management Cooperation Act of 1978, as specified. Current law provides that these payments are a credit against the obligation to pay the general prevailing rate of per diem wages. Current law requires the credit for employer payments to be computed on an annualized basis where the employer seeks credit for employer payments that are higher for public works projects than for private construction performed by the same employer, except under certain circumstances, including a determination by the director that annualization would not serve the purposes of the provisions relating to public works projects. This bill would remove that exception and revoke annualization exemptions authorized by the director prior to January 1, 2026. The bill would authorize an employer to take full credit for the hourly amounts contributed to defined contribution pension plans that provide for both immediate participation and essentially immediate vesting even if the employer contributes at a lower rate or does not make contributions to private construction. (Based on 10/11/2025 text)

AB 1067 (Quirk-Silva, D) Public employees' retirement: felony convictions.

Introduced: 02/20/2025

Last Amended: 07/15/2025

Status: 10/06/2025 - Chaptered by Secretary of State - Chapter 388, Statutes of 2025

Summary: The California Public Employees' Pension Reform Act of 2013 requires a public employee who is convicted of any state or federal felony for conduct arising out of, or in the performance of, the public employee's official duties in pursuit of the office or appointment, or in connection with obtaining salary, disability retirement, service retirement, or other benefits, to forfeit all accrued rights and benefits in any public retirement system from the earliest date of the commission of the felony to the date of conviction, and prohibits the public employee from accruing further benefits in that public retirement system. Current law defines "public employee" for purposes of these provisions to mean an officer, including one who is elected or appointed, or an employee of a public employer. Current law also requires an elected public officer, who takes public office, or is reelected to public office, on or after January 1, 2006, and who is convicted during or after holding office of any felony involving accepting or giving, or offering to give, any bribe, the embezzlement of public money, extortion or theft of public money, perjury, or conspiracy to commit any of those crimes arising directly out of their official duties as an elected public officer, to forfeit all rights and benefits under, and membership in, any public retirement system in which they are a member, effective on the date of final conviction, as provided. This bill would require a public employer that is investigating a public employee for misconduct arising out of or in the performance of, the public employee's official duties in pursuit of the office or appointment, or in connection with obtaining salary, disability retirement, service retirement, or other benefits, to continue the investigation even if the public employee retires while under investigation, if the investigation indicates that the public employee may have committed a crime. The bill would require a public employer, if the investigation indicates that the public employee may have committed a crime, to refer the matter to the appropriate law enforcement agency and would then authorize the public employer to close the investigation. (Based on 10/06/2025 text)

SB 291 (Grayson, D) Contractors: workers' compensation insurance.

Introduced: 02/06/2025

Last Amended: 09/04/2025

Status: 10/07/2025 - Chaptered by Secretary of State - Chapter 455, Statutes of 2025

Summary: Current law generally requires, as a condition precedent to the issuance, reinstatement, reactivation, renewal, or continued maintenance of a license, a licensed contractor or applicant for licensure to have on file at all times with the Contractors State License Board a current and valid Certificate of Workers' Compensation Insurance or Certification of Self-Insurance in the applicant's or licensee's business name, as specified. Current law generally makes a violation of these provisions a misdemeanor. Current law exempts from this requirement an applicant or licensee who has no employees, provided that they file a statement with the board before the issuance, reinstatement, reactivation, or continued maintenance of a license certifying that they do not employ any person, as specified, and who does not hold a specified license issued by the board, including a C-8 license, as defined. Current law repeals these provisions on January 1, 2028. Current law, commencing January 1, 2028, removes the above-specified exemptions, and instead exempts from the above-described filing requirement an applicant or licensee organized as a joint venture that has no employees, provided that they file a statement with the board before the issuance, reinstatement, reactivation, or continued maintenance of a license certifying that they do not employ any person, as specified. Current law requires the board, by no later than January 1, 2027, to establish a process and procedure to verify that applicants or licensees without an employee or employees are eligible for exemption from the workers' compensation insurance requirement, and authorizes the process or procedure to include an audit, proof, or other means, to verify eligibility. This bill would require that verification process or procedure to include an audit, proof, or other means to obtain evidence to verify eligibility for exemption from the workers' compensation insurance requirement. The bill would also require the board to report its proposed verification process to the Legislature no later than January 1, 2027. (Based on 10/07/2025 text)

SB 294 (Reyes, D) The Workplace Know Your Rights Act.

Introduced: 02/06/2025

Last Amended: 09/04/2025

Status: 10/12/2025 - Approved by the Governor. Chaptered by Secretary of State. Chapter 667, Statutes of 2025.

Summary: Current law establishes the Division of Labor Standards Enforcement, headed by the Labor Commissioner, within the Department of Industrial Relations, for the purpose of enforcing labor laws. Existing law prescribes the duties and rights of employers and employees relating to specified labor laws, including, among other things, workers' compensation and notice requirements related to inspections conducted by an immigration agency. This bill would establish the Workplace Know Your Rights Act. The bill would require an employer, on or before February 1, 2026, and annually thereafter, to provide a stand-alone written notice to each current employee of specified workers' rights, including, among other things, the categories described above, as well as constitutional rights of an employee when interacting with law enforcement at the workplace, as specified. The bill would also require the employer to provide the written notice to each new employee upon hire and to provide the written notice annually to an employee's authorized representative, if any. This bill would require the Labor Commissioner to develop a template notice that an employer may use to comply with the notice requirement described above. The bill would require the Labor Commissioner to post the template notice on its internet website on or before January 1, 2026, and to post an updated template notice annually thereafter. (Based on 10/12/2025 text)

SB 303 (Smallwood-Cuevas, D) Employment: bias mitigation training: unlawful discrimination.

Introduced: 02/10/2025

Last Amended: 07/02/2025

Status: 10/01/2025 - Chaptered by Secretary of State - Chapter 216, Statutes of 2025

Summary: The California Fair Employment and Housing Act prohibits various forms of employment and housing discrimination, including various types of discrimination because of national origin. Current law empowers the Civil Rights Department to investigate and prosecute complaints alleging unlawful practices. This bill would provide that an employee's assessment, testing, admission, or acknowledgment of their own personal bias that was made in good faith and solicited or required as part of a bias mitigation training does not constitute unlawful discrimination, as prescribed. (Based on 10/01/2025 text)

Public Transportation/Transit

AB 377 (Tangipa, R) High-Speed Rail Authority: business plan: Merced to Bakersfield segment.

Introduced: 02/03/2025

Last Amended: 06/02/2025

Status: 07/30/2025 - Chaptered by Secretary of State - Chapter 81, Statutes of 2025

Summary: The California High-Speed Rail Act requires the High-Speed Rail Authority to prepare, publish, adopt, and submit to the Legislature a business plan containing specified elements on a biennial basis and to also provide on a biennial basis a project update report, approved by the Secretary of Transportation as consistent with specified criteria, to the budget committees and the appropriate policy committees of both houses of the Legislature, on the development and implementation of intercity high-speed train service, as provided. The act requires the authority to develop schedules for the delivery of specified tasks relating to the Merced to Bakersfield segment of the high-speed rail project for inclusion in the project update report and the business plan and also requires the authority to include certain other information in the project update report and the business plan relating to the Merced to Bakersfield segment, as provided. This bill would require the authority, as part of the business plan that is due on or before May 1, 2026, to provide a detailed funding plan for the Merced to Bakersfield segment that includes certain information, including an updated estimate of the funding gap for completing the segment and a strategy for addressing the funding gap. (Based on 07/30/2025 text)

AB 1141 (Lee, D) Alameda-Contra Costa Transit District: board of directors: election: compensation.

Introduced: 02/20/2025

Status: 07/28/2025 - Chaptered by Secretary of State - Chapter 66, Statutes of 2025

Summary: Existing law establishes procedures for the formation of the Alameda-Contra Costa Transit District and specifies the powers and duties of the transit district. Existing law vests the government of the district in a board of directors comprised of 7 directors, one from each ward, and 2 elected at large. Existing law requires a nomination paper for a candidate seeking election to a directorship to be signed by 50 voters, if seeking to be elected by ward, and by 100 voters, if seeking to be elected at large. Existing law provides 4-year terms for directors, as specified. Existing law contains obsolete requirements governing the term lengths for directors elected at the initial election following the formation of the district. This bill would eliminate directors at large and would instead require all 7 directors to be elected from wards. The bill would specify the terms of office for the directors elected at the November 3, 2026, and November 7, 2028, statewide general elections. The bill would repeal the obsolete provisions governing the initial election. To the extent this bill would increase the district's duties, it would impose a state-mandated local program. This bill contains other related provisions and other existing laws. (Based on 07/28/2025 text)

SB 30 (Cortese, D) Diesel-powered on-track equipment: decommissioning: resale and transfer restrictions.

Introduced: 12/02/2024 (Spot bill)

Last Amended: 07/16/2025

Status: 10/13/2025 - Approved by the Governor. Chaptered by Secretary of State. Chapter 735, Statutes of 2025.

Summary: Would prohibit a public entity that owns diesel-powered on-track equipment from selling, donating, or otherwise transferring ownership of that equipment for continued use after the public entity decommissions the equipment. The bill would exempt the sale, donation, or transfer of the ownership of that equipment from the prohibition if the equipment is deemed to be in one of specified categories of emissions standards designated by the federal government for locomotives, the equipment produces emissions equivalent to any equipment within any of those federal categories, or the diesel engine is removed from the equipment, as specified. (Based on 09/12/2025 text)

Transportation, Infrastructure, and Public Works

AB 289 (Haney, D) State highway work zone speed safety program.

Introduced: 01/22/2025

Last Amended: 09/04/2025

Status: 10/13/2025 - Approved by the Governor. Chaptered by Secretary of State - Chapter 684, Statutes of 2025.

Summary: Current law authorizes, until January 1, 2032, the City of Malibu to establish a speed safety system pilot program for speed enforcement on the Pacific Coast Highway if the system meets specified requirements. Current law requires the city to administer a public information campaign at least 30 days before implementation of the program, including information relating to when the systems would begin detecting violations. Current law requires the city to issue warning notices rather than notices of violations for violations detected within the first 60 calendar days of the program. Current law also requires the city to develop guidelines for, among other things, the processing and storage of confidential information. Current law requires photographic or administrative records made by a system to be confidential, except as specified, and would only authorize public agencies to use and allow access to these records for specified purposes. This bill would authorize, until January 1, 2032, the Department of Transportation to establish a similar program for speed enforcement that utilizes up to 35 speed safety systems on state highway construction or maintenance areas, as specified. (Based on 09/12/2025 text)

AB 390 (Wilson, D) Vehicles: highway safety.

Introduced: 02/03/2025

Last Amended: 05/20/2025

Status: 07/28/2025 - Chaptered by Secretary of State - Chapter 58, Statutes of 2025

Summary: Current law requires a driver approaching, among others, a stationary marked Caltrans vehicle that is displaying flashing lights to approach with due caution and either change lanes to a lane not immediately adjacent to the vehicle, or, if unable to safely do so, slow to a reasonable and prudent speed, as specified. Current law makes a violation of that provision an infraction, punishable by a fine of not more than $50. This bill would expand that requirement to apply to all marked highway maintenance vehicles, as defined, and would also make that requirement applicable to any other stationary vehicle displaying flashing hazard lights or another warning device, including, but not limited to, cones, flares, or retroreflective devices. (Based on 07/28/2025 text)

AB 394 (Wilson, D) Public transportation providers.

Introduced: 02/03/2025

Last Amended: 07/17/2025

Status: 10/01/2025 - Chaptered by Secretary of State - Chapter 147, Statutes of 2025

Summary: Current law provides that when a battery is committed against the person of an operator, driver, or passenger on a bus, taxicab, streetcar, cable car, trackless trolley, or other motor vehicle, as specified, and the person who commits the offense knows or reasonably should know that the victim is engaged in the performance of their duties, the penalty is imprisonment in a county jail not exceeding one year, a fine not exceeding $10,000, or both the fine and imprisonment. Current law also provides that if the victim is injured, the offense would be punished by a fine not exceeding $10,000, by imprisonment in a county jail not exceeding one year or in the state prison for 16 months, 2, or 3 years, or by both that fine and imprisonment. This bill would expand this crime to apply to an employee, public transportation provider, or contractor of a public transportation provider. (Based on 10/01/2025 text)

AB 417 (Carrillo, D) Local finance: enhanced infrastructure financing districts: community revitalization and investment authorities.

Introduced: 02/05/2025

Last Amended: 03/27/2025

Status: 10/03/2025 - Chaptered by Secretary of State - Chapter 260, Statutes of 2025

Summary: Current law authorizes the legislative body of a city or a county to designate a proposed enhanced infrastructure financing district to finance public capital facilities or other specified projects, including acquisition, construction, or repair of commercial structures by the small business occupant of such structures, if such acquisition, construction, or repair is for purposes of fostering economic recovery from the COVID-19 pandemic, as specified, with a governing body referred to as the public financing authority, by adopting a resolution of intention to establish the proposed district. This bill would revise these provisions to instead authorize the designation of a proposed enhanced infrastructure financing district to finance capital facilities or other specified projects for the acquisition, construction, or repair of commercial structures by the small business occupant of such structures, as described above, if such acquisition, construction, or repair is for purposes of fostering economic recovery of a community, as specified. (Based on 10/03/2025 text)

AB 440 (Ramos, D) State bridges and overpasses: suicide prevention.

Introduced: 02/06/2025

Last Amended: 09/03/2025

Status: 10/03/2025 - Chaptered by Secretary of State - Chapter 262, Statutes of 2025

Summary: Current law requires the Department of Transportation to install screening on state freeway overpasses to prevent objects from being dropped or thrown upon vehicles passing underneath, as provided. This bill would require, on or before July 1, 2028, the department to identify best practices for the implementation of suicide countermeasures designed to deter suicide attempts on bridges and overpasses, as provided. (Based on 10/03/2025 text)

AB 978 (Hoover, R) Department of Transportation and local agencies: streets and highways: recycled materials.

Introduced: 02/20/2025

Last Amended: 07/01/2025

Status: 10/07/2025 - Chaptered by Secretary of State - Chapter 443, Statutes of 2025

Summary: The California Integrated Waste Management Act of 1989 requires the Director of Transportation, upon consultation with the Department of Resources Recycling and Recovery, to review and modify all bid specifications relating to the purchase of paving materials and base, subbase, and pervious backfill materials using certain recycled materials. Current law requires the specifications to be based on standards developed by the Department of Transportation for recycled paving materials and for recycled base, subbase, and pervious backfill materials. Current law requires a local agency that has jurisdiction over a street or highway, to the extent feasible and cost effective, to apply standard specifications that allow for the use of recycled materials in streets and highways, except as provided. Current law requires, until January 1, 2027, those standard specifications to allow recycled materials at or above the level allowed in the department's standard specifications that went into effect on October 22, 2018, for specified materials. This bill would indefinitely require a local agency's standard specifications to allow recycled materials at a level no less than the level allowed in the department's specifications for those specified materials. If a local agency's standard specifications do not allow for the use of recycled materials at a level that is equal to or greater than the level allowed in the department's standard specifications on the basis that the use of those recycled materials at those levels is not feasible, the bill would authorize a person bidding on a contract to supply materials subject to those specifications to request the local agency to provide the reason for that determination upon request and would require the local agency to respond to that request, as specified. (Based on 10/07/2025 text)

AB 1014 (Rogers, D) Traffic safety: speed limits.

Introduced: 02/20/2025

Last Amended: 04/08/2025

Status: 10/03/2025 - Chaptered by Secretary of State - Chapter 287, Statutes of 2025

Summary: Current law establishes various default speed limits for vehicles upon highways, as specified. Existing law requires the Department of Transportation, by regulation, to require speed limits to be rounded up or down to the nearest 5 miles per hour of the 85th percentile of free-flowing traffic. Current law authorizes a local authority to additionally lower the speed limit in specified circumstances, or retain the currently adopted speed limit in certain circumstances. This bill would authorize the department to additionally lower or retain the speed limit in those specified circumstances. (Based on 10/03/2025 text)

AB 1423 (Irwin, D) Transportation electrification: electric vehicle charging stations: payment methods.

Introduced: 02/21/2025

Last Amended: 09/03/2025

Status: 10/01/2025 - Chaptered by Secretary of State - Chapter 192, Statutes of 2025

Summary: Current law prohibits requiring a person desiring to use an electric vehicle charging station, as defined, that requires payment of a fee from paying a subscription fee in order to use the station, or requiring the person to obtain membership in any club, association, or organization as a condition of using the station. Current law authorizes an electric vehicle charging station to offer services on a subscription- or membership-only basis if the station allows nonsubscribers or nonmembers to use the station through a contactless payment method that accepts major credit and debit cards, as specified, and either an automated toll-free telephone number or a short message system (SMS) that provides the customer with the option to initiate a charging session and submit payment. Current law authorizes the State Energy Resources Conservation and Development Commission, by regulation that is effective no earlier than January 1, 2028, to add to or subtract from those required payment methods, as specified. This bill would instead authorize the commission to modify, add to, or subtract from those required payment methods, as appropriate in light of changing technologies or cost impacts. (Based on 10/01/2025 text)

SB 63 (Wiener, D) San Francisco Bay area: local revenue measure: public transit funding.

Introduced: 01/09/2025 (Spot bill)

Last Amended: 09/09/2025

Status: 10/13/2025 - Approved by the Governor. Chaptered by Secretary of State. Chapter 740, Statutes of 2025.

Summary: Would establish the Public Transit Revenue Measure District with jurisdiction extending throughout the boundaries of the Counties of Alameda, Contra Costa, San Mateo, and Santa Clara and the City and County of San Francisco and would require the district to be governed by the same board that governs the commission, thereby imposing a state-mandated local program. The bill would authorize a retail transactions and use tax applicable to the entire district to be imposed by the board of the district or by a qualified voter initiative for a duration of 14 years, and in an amount of 0.5% in each of the above-described counties located within the district and 1% in the City and County of San Francisco, subject to voter approval at the November 3, 2026, statewide general election. After payments are made for various administrative expenses, the bill would require the district to transfer specified portions of the proceeds of the tax to the commission for allocation to certain programs and other purposes and for allocation to the Alameda-Contra Costa Transit District, the Peninsula Corridor Joint Powers Board, commonly known as Caltrain, the San Francisco Bay Area Rapid Transit District, the San Francisco Municipal Transportation Agency, and other specified transit agencies, for transit operations expenses, and would require the district to transfer specified portions of the proceeds of the tax directly to other specified local transportation agencies, including the San Mateo County Transit District and the Santa Clara Valley Transportation Authority, for public transit expenses, as prescribed. (Based on 09/17/2025 text)

SB 71 (Wiener, D) California Environmental Quality Act: exemptions: transit projects.

Introduced: 01/14/2025

Last Amended: 09/02/2025

Status: 10/13/2025 - Approved by the Governor. Chaptered by Secretary of State. Chapter 742, Statutes of 2025.

Summary: The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA, until January 1, 2030, exempts from its requirements active transportation plans, pedestrian plans, or bicycle transportation plans for the restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and the related signage for bicycles, pedestrians, and vehicles. This bill would extend the operation of the above-mentioned exemption indefinitely. The bill would also exempt a transit comprehensive operational analysis, as defined, a transit route readjustment, or other transit agency route addition, elimination, or modification, from the requirements of CEQA. Because a lead agency would be required to determine whether a plan qualifies for this exemption, the bill would impose a state-mandated local program. (Based on 09/12/2025 text)

SB 78 (Seyarto, R) Department of Transportation: report: state highway system: safety enhancements.

Introduced: 01/15/2025

Last Amended: 09/02/2025

Status: 10/13/2025 - Approved by the Governor. Chaptered by Secretary of State. Chapter 743, Statutes of 2025.

Summary: Would require the Department of Transportation to prepare a report evaluating current efforts and potential opportunities to streamline the processes and procedures for the delivery of safety enhancement projects on the state highway system, as specified. The bill would require the department to submit the report to the Legislature on or before January 1, 2027. (Based on 09/17/2025 text)

SB 598 (Durazo, D) Public contracts: local water infrastructure projects: Construction Manager/General Contractor project delivery method.

Introduced: 02/20/2025

Last Amended: 07/07/2025

Status: 10/11/2025 - Approved by the Governor. Chaptered by Secretary of State. Chapter 655, Statutes of 2025.

Summary: Current law defines the Construction Manager/General Contractor project delivery method (CM/GC method) as a project delivery method in which a construction manager is procured to provide preconstruction services during the design phase of a project and construction services during the construction phase of the project. Under current law, the method allows the contract for construction services to be entered into at the same time as the contract for preconstruction services or at a later time. Current law authorizes the Metropolitan Water District of Southern California to utilize the CM/GC method for regional recycled water projects or other water infrastructure projects under specified conditions. Pursuant to existing law, certain information required to be submitted as part of the CM/GC method is required to be verified under oath. Current law makes the provisions described above pertaining to the CM/GC method effective only until January 1, 2028, and inoperative as of that date. This bill would, until January 1, 2031, authorize a local agency, as defined, upon approval of its governing body, to similarly use the CM/GC method for a regional recycled water project or other water infrastructure project undertaken by the district to alleviate water supply shortages attributable to drought or climate change. The bill would require that authorization to apply to no more than 15 capital outlay projects for each local agency and would require a local agency to award a contract pursuant to the bill on a best value basis or to the lowest responsible bidder. (Based on 10/11/2025 text)

SB 671 (Cervantes, D) Pedestrian crossing signals.

Introduced: 02/20/2025

Status: 10/03/2025 - Chaptered by Secretary of State - Chapter 326, Statutes of 2025

Summary: Under current law, a pedestrian control signal showing a “WALK” or approved “Walking Person” symbol means a pedestrian may proceed across the roadway in the direction of the signal. Under existing law, a pedestrian facing a flashing “DON’T WALK” or “WAIT” or approved “Upraised Hand” symbol with a “countdown” signal, as specified, means a pedestrian may start crossing the roadway in the direction of the signal but requires the pedestrian to finish crossing prior to the display of the steady “DON’T WALK” or “WAIT” or approved “Upraised Hand” symbol, as specified. Upon the first placement or replacement of a traffic-actuated signal, as specified, current law requires that traffic-actuated signal to be installed and maintained to detect bicycle or motorcycle traffic on the roadway. For these purposes, current law defines a traffic-actuated signal as an official traffic signal, as specified, that displays one or more of its indications in response to traffic detected by mechanical, visual, electrical, or other means. Upon the first placement or replacement of a state-owned or -operated traffic-actuated signal, current law requires that the traffic-actuated signal to be installed and maintained to have a leading pedestrian interval (LPI) and include the installation, activation, and maintenance of an accessible pedestrian signal (APS) and detector that complies with certain sections of the California Manual on Uniform Traffic Control Devices (CA MUTCD). At crosswalks with state-owned or -operated traffic-actuated signals and pedestrian hybrid beacons with pedestrian signal heads, this bill would require the walk indication and other visual signals to comply with CA MUTCD. The bill would require these pedestrian signal heads to have an APS pushbutton or touch-free APS that activates “WALK” or “DON’T WALK” intervals and other visual signals at signalized intersections in nonvisual formats. The bill would require touch-free APS to be installed at new signalized pedestrian crossings on capital projects on the state highway system, encroachment projects, and highway maintenance-funded projects, as specified. The bill would require, as soon as practicable, all existing state-owned or -operated traffic signals located in certain areas to be identified and recorded in the Department of Transportation management system (TMS) inventory database to assist future annual operational review requirements and coordination with local agencies for delegated signals. The bill would require LPIs to be implemented at these existing state-owned or -operated traffic signals locations at the next opportunity for regularly scheduled operational reviews. (Based on 10/03/2025 text)

SB 720 (Ashby, D) Automated traffic enforcement system programs.

Introduced: 02/21/2025

Last Amended: 09/04/2025

Status: 10/13/2025 - Approved by the Governor. Chaptered by Secretary of State. Chapter 782, Statutes of 2025.

Summary: Current law authorizes the limit line, intersection, or other places where a driver is required to stop to be equipped with an automated traffic enforcement system if the governmental agency utilizing the system meets certain requirements, including identifying the system with signs and ensuring that the system meets specified criteria on minimum yellow light change intervals. Current law authorizes, until January 1, 2032, the Cities of Los Angeles, San Jose, Oakland, Glendale, and Long Beach, and the City and County of San Francisco to establish a speed safety system pilot program for speed enforcement that utilizes a speed safety system in specified areas, if the system meets specified requirements. Current law prescribes specified requirements for a notice of violation issued pursuant to these provisions, and requires a violation of a speed law that is recorded by a speed safety system to be subject only to a specified civil penalty. This bill would additionally authorize a city, county, or city and county to establish an automated traffic enforcement system program to use those systems to detect a violation of a traffic control signal, if the system meets specified requirements. The bill would require a violation of a traffic control signal that is recorded by an automated traffic enforcement system to be subject to escalating civil penalties, as specified. The bill would, among other things, provide for the issuance of a notice of violation, an initial review, an administrative hearing, and an appeals process, as specified, for a violation under this program. (Based on 09/18/2025 text)

TOWNSEND PUBLIC AFFAIRS EST TPA 1998

M E M O R A N D U M

From: Townsend Public Affairs
Date: October 16, 2025
Subject: **Implementation Overview: SB 707 (Durazo): *The Brown Act Modernization Act***

SUMMARY

On October 3, 2025, Governor Gavin Newsom signed SB 707 (Durazo) into law, enacting the most comprehensive set of amendments to the Ralph M. Brown Act in decades. The legislation restructures and expands the already complex statutory framework governing public access and remote participation in local government meetings.

SB 707 establishes two distinct implementation tracks that separately address accessibility requirements and teleconferencing flexibility. The first track imposes new open-meeting and language-access standards on "eligible legislative bodies", requiring two-way remote public participation, real-time captioning, and translation of meeting agendas into applicable languages beginning July 1, 2026. These provisions are intended to strengthen inclusion and expand participation among residents with limited English proficiency, disabilities, or other barriers to in-person attendance.

The second track revises and extends the Brown Act's alternative teleconferencing provisions through January 1, 2030, consolidating several temporary statutes adopted during and after the COVID-19 pandemic. It establishes a unified framework for remote participation under "just cause" and "emergency circumstances," sets new operating rules for subsidiary and multijurisdictional bodies, and codifies updated accessibility and procedural safeguards for hybrid meeting formats.

This memorandum provides a technical overview of SB 707's legislative background, key statutory changes, and anticipated implementation considerations for local agencies. While the bill advances the state's goals of transparency and equitable participation, it also presents administrative and technological challenges, leaving many agencies with as many questions as new compliance obligations.

BACKGROUND

The Legislature advanced SB 707 (Durazo) in 2025 to address the impending expiration of several pandemic-era statutes that temporarily expanded local agency teleconferencing authority under the Ralph M. Brown Act. These emergency provisions, originally enacted to preserve public access during COVID-19, were scheduled to sunset on January 1, 2026, creating an urgent need for a unified and durable framework governing remote participation and hybrid meeting practices.

Earlier in the session, multiple bills sought to extend or modify specific portions of these expiring authorities. AB 259 (Rubio) would have extended "just cause" and "emergency circumstance" teleconferencing flexibility through 2030; AB 409 (Arambula) would have continued teleconferencing provisions for community college organizations; AB 467 (Fong) would have extended flexibility for Los Angeles neighborhood councils; and SB 239 (Arreguín) proposed to authorize subsidiary bodies of local agencies to teleconference without publicly noticing each physical location.

Over the course of the legislative year, SB 707 underwent multiple rounds of negotiation and amendment between local government representatives, open-government and language-access advocates, and disability-rights stakeholders. In the final days of the legislative session, the author expressed hesitation to advance the measure amid ongoing stakeholder concerns particularly around automated translation allowances and the potential for inconsistent implementation among local agencies. To resolve these issues, Senator Durazo placed a non-binding letter in the Senate Journal committing to pursue additional technical and policy clean-up legislation in 2026 to refine and clarify portions of the new statutory scheme.

By consolidating the expiring teleconferencing authorities into a single statute and pairing them with enhanced public access and translation requirements, SB 707 establishes the foundation for a modernized, post-pandemic Brown Act framework while signaling that further legislative adjustments will be necessary in the coming year.

KEY STATUTORY CHANGES

New Obligations for "Eligible Legislative Bodies" (i.e., certain cities, counties, and special districts)

Beginning July 1, 2026, a broad range of cities, counties, and special districts will be required to comply with SB 707's new public access, translation, and community-outreach standards. The law applies specifically to what it defines as "eligible legislative bodies," a category that includes select small cities, medium and large cities, larger counties, and certain high-capacity special districts.

Under the statute, city councils are considered eligible if the city has a population of 30,000 or more residents. Likewise, county boards of supervisors in any county—or city and county—with a population of 30,000 or more are also covered. The law extends even further to capture smaller cities located within large counties: any city council within a county of 600,000 or more residents is subject to these new requirements, regardless of the city's own population. This provision ensures that smaller municipalities within major metropolitan areas—such as those in Los Angeles, Orange, or Alameda Counties—are held to the same open-meeting and accessibility standards as their larger neighbors.

The legislation also brings certain special districts under the new framework, recognizing that some operate at a scale comparable to medium-sized cities. To qualify, a district must maintain an active public website and meet at least one of the following thresholds: it encompasses an entire county of 600,000 or more residents and employs over 200 full-time staff; it employs more than 1,000 full-time staff regardless of county size; or it has annual revenues exceeding $400 million, adjusted annually for inflation after 2027, while employing at least 200 full-time staff.

In effect, the new rules apply to most general-purpose governments in California and to special districts with significant operational capacity or fiscal size. Smaller cities and districts that do not meet these criteria are not considered an "eligible legislative body" and are therefore exempt but may choose to comply voluntarily to enhance accessibility and public participation.

Providing two-way remote access with captioning and call-in options

SB 707 requires two-way public participation via telephonic **or** audiovisual platforms at all open meetings. If an audiovisual platform is used, a call-in option must also be offered, and the platform must include active captioning functionality.

- ***Adopted Policy Requirement.*** Beginning July 1 2026, every eligible body must maintain a *broadcast restoration policy* describing (1) the steps to be taken if the audio, video, or call-in platform fails; (2) the responsible personnel or unit authorized to initiate corrective measures; and (3) the procedure for notifying the public and resuming the meeting once service is restored. The statute requires "good-faith efforts consistent with that policy," rather than uninterrupted connectivity, thereby acknowledging practical limits while codifying a duty of prompt mitigation.

- ***One-Hour Recess Requirement During Access Disruptions***: Beginning July 1, 2026, if a disruption to the required two-way telephonic service or two-way audiovisual platform prevents the public from attending (i.e., hearing/seeing the meeting or offering remote comment), the body must recess open session and attempt to restore service for *at least one hour*, under a policy adopted in open session. Statute frames this as a *good-faith efforts* obligation tied to a written "disruption/restoration" policy. The statute requires at least one hour of good-faith restoration attempts; after that, the body may either continue the affected items to a time and place certain (announce on the record and post a brief notice), adjourn and re-notice the remaining agenda, or make specific findings on the record to allow for a continuance of the public meeting referencing public interest.

Translating agendas into specified languages

Beginning July 1, 2026, *eligible legislative bodies* must provide translated agendas for all open and public meetings if the "applicable languages" provision applies.

- ***Applicable Languages:*** The bill defines "applicable languages" as languages spoken jointly by 20 percent or more of the applicable population, provided that 20 percent or more of the speakers of that language speak English less than "very well." If more than three languages satisfy that threshold, the body limits "applicable languages" to the three languages spoken by the largest percentages of the population (excluding English). An eligible legislative body may adopt a different data source than the suggested American Community Survey framework if it makes a finding—supported by substantial evidence—that the alternate source is equally or more reliable for its jurisdiction.

- ***Translation Materials/Posting Requirements:*** The agenda itself (not the entire agenda packet) must be translated into all applicable languages and posted concurrently with the English version under the Brown Act's agenda-posting deadlines. Each translation of the agenda must also include instructions, in that language, for how to join the meeting via telephonic or internet-based service, including any registration requirements for public comment. Further, each eligible legislative body must maintain a publicly accessible location near where its official agenda is posted for the purpose of allowing members of the public to post additional translations of the agenda. Publicly posted agenda translations are not required to adhere to posting timelines or contiguous display requirements as they are for the public agency.

- ***Automated Translations/Liability Protections:*** The bill explicitly states that the agency is not responsible for the content, accuracy, or legality of any such public-posted translations, nor for digital or machine translations that members of the public generate. Further, the bill states that no cause of action may be brought against an agency for inaccuracies in any translation—whether produced by the agency, a digital service, or the public.

Enhanced Community and Media Outreach Requirements

Beginning July 1, 2026, eligible legislative bodies must make reasonable efforts to invite participation from groups that historically do not take part in public meetings.

- ***Outreach Defined:*** Local agencies are expected to make outreach efforts that may include—but are not limited to—contacts with: media organizations providing news coverage within the jurisdiction, including ethnic and language-specific outlets serving non-English-speaking communities; and good-government, civil-rights, civic-engagement, neighborhood, and community-based organizations, particularly those active in or serving multilingual or historically marginalized communities.

- ***Discretion and Legal Safe Harbor:*** The statute provides that legislative bodies have "broad discretion" in determining what constitutes "reasonable efforts." No cause of action may be brought against an agency for failing to contact any specific organization. This converts the outreach mandate into a good-faith, process-oriented obligation, not a requirement.

Summary Table: New Requirements for "Eligible Legislative Bodies"

Legislative Body Type	***Population / Criteria***	***Two-Way A/V Required***	***Agenda Translation Required***	***Effective Dates***	***Notes***
City Council (Full Legislative Body)	≥ 30,000	Yes	Yes	July 1, 2026 – January 1, 2030	"Eligible legislative body." Must provide two-way telephonic or audiovisual participation, with real-time captioning.
	< 30,000	No	Yes	—	May voluntarily comply; still subject to general Brown Act notice and access standards.
	Any size, but located in **county ≥ 600,000**	Yes	Yes	July 1, 2026 – January 1, 2030	Automatically deemed eligible under population criteria.
County Board of Supervisors (Full Legislative Body)	≥ 30,000 county population	Yes	Yes	July 1, 2026 – January 1, 2030	Applies to all counties meeting eligibility threshold.
	< 30,000 county population	No	Yes	—	May opt in voluntarily.
Special District Board (Full Legislative Body)	Has an internet website and meets ≥ 1 of the following: (i) District boundaries include an entire county ≥ 600,000 and district has > 200 Full time employees (FTE) ; or (ii) District has > 1,000 FTE; or (iii) District has annual revenues > $400M and > 200 FTE	Yes	Yes	July 1, 2026 – January 1, 2030	Excludes smaller or non-web-enabled districts.
	< 200,000 or no website	No	No	—	Not "eligible"; standard Brown Act continues to apply.

New Teleconferencing Flexibility Provisions for Subsidiary Bodies, Multijurisdictional Bodies, and Members of a Body with Qualifying Disabilities

SB 707 reorganizes and extends several temporary statutes enacted during and after the COVID-19 pandemic (e.g., AB 2449, AB 361), creating a single, standardized framework for remote participation by members of legislative bodies. These flexibility provisions, unlike the new standardized meeting requirements applied to all eligible legislative bodies, are applicable beginning January 1, 2026, and are subject to expiration on January 1, 2030. These flexibilities are applied to all Brown Act Subject bodies, upon election of use.

Disability Accommodation Flexibility

Effective Date: January 1, 2026 (no sunset tied to AB 2449 usage caps).

Scope: Beginning January 1, 2026, SB 707 establishes a permanent framework allowing members of legislative bodies to participate remotely as a reasonable accommodation for a qualifying disability. This flexibility—rooted in the Americans with Disabilities Act (ADA) and Government Code §11135—recognizes that physical or mental health limitations may impede in-person attendance, yet should not preclude full and equal participation in public decision-making. The new provision applies to all Brown Act legislative bodies, including city councils, boards of supervisors, special district boards, commissions, and multijurisdictional or subsidiary entities.

Procedural Requirements: Under this framework, an agency must adopt written procedures for processing accommodation requests and designate a responsible official, typically the city clerk or ADA coordinator, to evaluate and document them. Requests must be handled confidentially, and agencies may require only the minimal verification necessary to determine eligibility.

Once an accommodation is granted, the member's remote participation counts toward quorum at the in-person meeting site. The member must maintain both audio and visual presence throughout the meeting, except where an ADA-related limitation makes such participation infeasible. Importantly, this accommodation is not discretionary—once approved, it constitutes a civil-rights obligation.

Unlike the "just cause" or "emergency circumstance" pathways, there are no restrictions on the number of meetings a member may attend remotely, no geographic limits on participation, and no loss of compensation or stipend eligibility. Members participating remotely under an ADA accommodation are entitled to the same compensation as those attending in person.

Multijurisdictional Body Flexibility

Effective Date: January 1, 2026 (operative through January 1, 2030).

Scope: SB 707 incorporates new language that creates a standardized framework for *regional or intergovernmental legislative bodies* — such as councils of governments (COGs), metropolitan planning organizations (MPOs), or joint powers authorities (JPAs) — whose members reside and meet across multiple local jurisdictions.

Procedural Requirements: Each multijurisdictional body must identify a primary in-person meeting location that is open and accessible to the public and located within the jurisdictional boundaries of at least one constituent agency. The agenda must list each physical site within the collective jurisdiction where the public may attend and provide full telephonic and internet-based participation instructions, including any access codes and comment procedures. A quorum of members must participate from publicly accessible locations within the combined jurisdiction, with the minutes clearly noting which members participated remotely.

Remote members must maintain simultaneous audio and video presence throughout deliberations. Additionally, SB 707 establishes annual numeric caps on how often a member of a multijurisdictional body may participate remotely. If the body meets once per month or less, a member may attend remotely for up to two meetings per calendar year. If it meets twice per month, the cap increases to five; and if it meets three or more times per month, the cap rises to seven. All meetings held on the same calendar day count as one meeting for purposes of this limit.

Numeric Limits on Remote Attendance: SB 707 codifies fixed annual caps, consistent with the structure used for AB 2449 "just-cause" teleconferencing:

Meeting Frequency	**Maximum Remote Attendances per Calendar Year**
Meets once per month or less	2 meetings per year
Meets twice per month	5 meetings per year
Meets three or more times per month	7 meetings per year

Multiple meetings held on the same calendar day count as one meeting for these limits.

Geographic and Compensation Restrictions: The statute also introduces geographic and compensation restrictions. A member may participate remotely only if located more than 20 miles each way from the nearest publicly noticed meeting location. If a member participates from outside the body's jurisdictional boundaries, they are ineligible to receive any meeting stipend, per diem, or attendance compensation for that session, unless the participation occurs under an ADA accommodation or a verified emergency circumstance. Remote participants must join from a publicly accessible location unless an exception applies.

Subsidiary Body Flexibility

Effective Date: January 1, 2026 (operative through January 1, 2030).

Scope: SB 707 further standardizes teleconferencing procedures for subsidiary or advisory bodies—such as planning commissions, oversight committees, and appointed boards—that serve in an advisory capacity to a legislative body. A subsidiary body is defined as one created by formal action of a legislative body that operates exclusively in an advisory capacity, cannot take final legislative or fiscal action, and does not oversee elections, budgets, taxes, policing, privacy, or library access.

Procedural Requirements: Before a subsidiary body may use teleconferencing, the parent legislative body must first formally authorize it by resolution or policy. An eligible subsidiary body must designate one physical meeting location within the jurisdiction (open to the public) and have at least one staff member present there, but the statute does not require a quorum of members to be physically present.

Members participating remotely must maintain real-time, two-way communication for the duration of the meeting, unless the member has a physical or mental condition meeting ADA disability criteria that results in a need to participate off camera. Further, the bill removes the prior requirement to publicly notice each remote location—one of the most cumbersome elements of pre-pandemic law.

SB 707 requires each subsidiary body to reauthorize its use of teleconferencing every six months by majority vote, confirming that the practice continues to serve the public interest.

Summary Table: Teleconferencing Flexibilities under SB 707

Flexibility Type	Effective Date	Eligible Bodies	Key Requirements	Limits / Conditions	Sunset
Disability Accommodation	Jan 1, 2026	Any Brown Act legislative body member with qualifying ADA disability	Written ADA policy; confidential handling; counts toward quorum; audio/video exceptions granted	No frequency or distance limits; same compensation as in-person	None (permanent)
Multijurisdictional Body	Jan 1, 2026	COGs, JPAs, regional boards	Quorum in jurisdiction; remote A/V; agenda access instructions	2/5/7 per-year cap; >20-mile rule; no pay if outside jurisdiction	Jan 1, 2030
Subsidiary Body	Jan 1, 2026	Advisory or subordinate committees	Authorized by parent body; one in-person site; camera-on; six-month reauthorization	No numeric cap; No in person quorum requirement	Jan 1, 2030

IMPLEMENTATION RECOMMENDATIONS

The passage of SB 707 marks the most significant modernization of the Brown Act in decades. Its provisions—ranging from expanded public access and language requirements to restructured teleconferencing rules—require coordinated implementation across policy, technology, and administrative systems. To comply with the new mandates, agencies should begin preparation in early 2026, ahead of the law’s phased effective dates: January 1, 2026 for teleconferencing flexibilities and July 1, 2026 for accessibility and language-access standards.

Policy Integration

Each local agency should review and consolidate its existing Brown Act and teleconferencing policies into a single modernization framework that distinguishes between:

- *New general meeting requirements for eligible legislative bodies*, including public-access and language-access requirements (captioning, two-way participation, translations, outreach); and
- *Expanded and updated remote-participation rules for members* (disability, just cause, emergency, subsidiary, and multijurisdictional).

Municipal clerks or board secretaries should be designated as the compliance officers responsible for meeting postings, translation, and tracking of remote participation. Outdated resolutions referencing AB 2449 or prior emergency provisions should be repealed and replaced by mid-2026.

Technology and Accessibility

Eligible agencies must ensure that meeting platforms provide two-way participation, real-time captioning, and call-in options. IT and municipal clerk staff should test broadcast-restoration protocols, including the required one-hour recess in case of service failure. A centralized public-meetings webpage should host agendas, participation links, translated materials, captioning instructions, and notices of disruptions.

Language Access and Outreach

Beginning July 1, 2026, eligible legislative bodies must translate agendas into languages spoken by at least 20 percent of residents with limited English proficiency, up to three languages, and post them concurrently with the English version. Agencies should contract translation services and/or designate translation software, establish workflow timelines, and designate a posting area where community members may provide voluntary translations. New outreach obligations also require good-faith engagement with local media and community organizations serving non-English-speaking and underrepresented groups. Documentation of outreach efforts will demonstrate compliance.

Teleconferencing Framework

Starting January 1, 2026, agencies must operationalize the new teleconferencing tracks:

- Disability accommodations: Integrate ADA-based remote participation into existing procedures, maintaining confidentiality and treating participation as a civil-rights obligation.
- Just cause and emergency circumstances: Adopt written rules defining eligible situations, notice procedures, and annual numeric limits (2/5/7 meetings per year depending on frequency).
- Subsidiary bodies: Authorize teleconferencing by resolution, require one in-person site, reauthorize use every six months, and document participation by roll call.
- Multijurisdictional bodies: Establish policies codifying attendance caps, the 20-mile distance rule, and compensation restrictions for out-of-jurisdiction remote attendance.

Ultimately, SB 707 implementation will require agencies to modernize meeting technology, strengthen accessibility systems, and institutionalize remote-participation controls. Early integration of policy, technology, and legal functions will minimize risk and transform compliance into a broader investment in open and inclusive local governance.

Local agencies are encouraged to coordinate and consult their city attorneys, municipal clerks, and technology staff to review and implement SB 707 provisions. Additional compliance assistance will likely be provided from municipal law firms, and organizations such as the California Municipal Clerks Association, League of California Cities, California Special Districts Association, and California State Association of Counties.